

for the previous four days. The going was even better, and there was scarcely any snow on the hard granite. The summer's surface of the old floor, dotted with the sapphire ice of the previous summer's lake.

A rise in temperature to 15 below reduced the friction of the sledges, and gave the dogs a truce, and a truce having caught the spirits of the party. The more sprightly ones, as they went along with tightly-curved tails, frequently tossed their heads, with short sharp barks and yelps.

Wins Prize of Centuries.

In twelve hours we made forty miles. There was no sign of a lead in the march. I had now made my five miles, and was in time for a heavy noon observation through a temporary break in the clouds which indicated our position was 56.57. I quote an entry from my journal some hours later: "The pole at last, the prize of three centuries, my dream and goal for twenty years, mine at last. I cannot bring myself to realize it. It all seems so simple and commonplace, as Bartlett said when turning back, when speaking of his being in these exclusive regions which no mortal had ever penetrated before. It is just like every-day. Of course, I had my sensations that made sleep impossible for hours, despite my utter fatigue, the sensations of a lifetime but I have no room for them here."

The first thirty hours at the pole were spent in taking observations, in going some ten miles beyond our camp and some eight miles to the right of it, in taking photographs, planting my flag, depositing my records, studying the horizon with the sextant, and the level land, searching for a practicable place to make a sounding. Ten hours after our arrival the clouds cleared from a light breeze from our left, and from that time until our departure in the afternoon of April 7, the weather was cloudless and fine. The minimum temperature during the thirty hours was 33 below, the maximum 12.

The Return to Be Made.

We had reached the goal, but the return was still before us. It was essential that we reach the land before the next spring tide, and we must make every nerve to do this. I had a brief talk with my men. Now now it was to be a long travel, little sleep and a hustle every minute.

We would try, I told them, to double march on the return—that is, to start and cover one of our northward marches, make tea and eat our lunch in the morning, then cover another march, eat and sleep a few hours and repeat this daily. As a matter of fact, we nearly did this covering regularly on our return journey—five outward marches in three return marches. As long as we could hold the trail we could double our speed, and we need waste no time in building new igloos. Every day that we gained on the return lessened the chances of a gale destroying the track.

Just above the thirty-seventh parallel was a region some fifty miles wide which caused me considerable uneasiness. Twelve hours of strong easterly, westerly or northerly wind would make this region a northern wind. In the make this region a northern wind. In the afternoon of the 7th we started on our return, having double-fed the dogs, repaired the sledges for the last time and discarded all our spare clothing to lighten the load.

Five miles from the pole, through crack, filled with recent ice, through layers of open ice, we were able to work a hole with a pickaxe, enabled me to make a sounding. All was well, 1,500 fathoms. In pulling up, the wire parted a few fathoms from the bottom. Off lead and line were sent down. The sledges still further. We had no more use for them.

Three marches brought us back to the igloos, where the captain turned back. The last march was with driftwood and the ice rocking under us as we dashed over it. South of where Marvin had turned back, we built several igloos while delayed by open leads.

Still further south we found where the captain had been held up by an open lead, and was obliged to camp. Fortunately, the movement of these leads was simply open and shut, and it took considerable water motion to fault the trail seriously.

Seemed to Have Churn.

While the captain, Marvin and I found out later, Borup had been delayed by open leads, we seemed to bear a patent charm, and at no single lead were we delayed more than a couple of hours. Sometimes the ice was fast, and firm enough to carry us across; sometimes a short detour; sometimes a brief halt for the lead to close; sometimes an open lead, as on an ice cake, kept the trail without difficulty down to the tenth outward march. Igloos, the men and sledges, and the entire region was unrecognizable.

Where on the outward journey had been narrow cracks, there were now broad leads—one of them over five miles in width, caught over with young ice. Here again fortune favored us, and no pronounced movement of the ice having taken place since the captain passed, we had his trail to follow. We picked up the old trail a few miles from the seventh igloo, followed it beyond the fifth, and at the big lead lost it finally. From here we followed the captain's trail, and on April 23 our sledges passed up the vertical edge of the glacier fringe, a little west of Cape Columbia.

When the last sledge came up I thought my Eskimos had gone crazy. They yelled and called and danced themselves. Bartlett was, as I thought, down on his sledge he remarked in Eskimo, "The devil is asleep or having



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trouble with his wife, or we never should have come back so easily."

A few hours later we arrived at Cape Clay, under the bluffs of Cape Columbia, and after putting four pounds of pemmican into each of the faithful dogs to keep them quiet, we had at our chance to sleep. Never shall I forget that sleep at Cape Columbia. It was sleep, sleep, then turn over and sleep again. We slept gloriously, with never a thought of the morrow or of having to walk, and, too, with no thought that there was to be a night of blinding head-

ache. Cold water, to a parched throat is nothing compared with sleep to a number, fatigued brain and body. Two days we spent here in sleeping and drying clothes. Then for the ship. Our dogs, like ourselves, had been simply lifeless with fatigue. They were different animals now, and the better ones among them slept on with tightly curled tails and uplifted heads and their hind legs trailing the snow with a light regularity. We reached Hecla in one march and the Roosevelt in another.

When we got to the Roosevelt it was staggered by the news of the fatal mishap to Marvin. He had either been less cautious or less fortunate than the others, for he had been subjected to the risk to which we had all been subjected, for there was not one of us but had been in the sledge at some time during the journey. The big lead, cheated of its prey three years before, had at last gained its human victim.

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McMillan and Borup had started for the Greenland coast to deposit caches for me. Before I arrived a flying Eskimo courier from the coast brought instructions that the caches were no longer needed and that they were to concentrate their energies on the return journey. The men from Cape Morris, Cape Jessup and north from there. These instructions were carried out, and after their march, the latter party of McMillan made some further tidal observations at other points.

Back on Roosevelt.

The supplies remaining in the various caches were brought in, and on July 18 the Roosevelt left her winter quarters and was driven into the channel back of Cape Union. She fought her way south in the center of the channel, and passed Cape Sabine on August 8, or thirty-nine days earlier than in 1908 and thirty-five days earlier than the British expedition in 1876. We picked up Whitney and his party and the stores at Eith.

We met the seventy odd walrus for my Eskimos, whom I landed at their homes. We met the Jeanie of Saunders Island and took over coal and sleds from Cape York on August 26, one month earlier than in 1906. On September 5 we arrived at Indian Harbor, where the muskoxen and sheep grazed. The muskoxen were seen vibrating southward through the crisp Labrador air.

The expedition of long experience, a thorough knowledge of the conditions of the problem, gained in the last expedition—these, together with a new type of sled, which reduced the work of both dogs and driver, and a new type of camp cook, which added to the comfort of the members of the party, combined to make the present expedition an agreeable improvement upon the last in respect to the rapidity and effectiveness of its work and the lessened discomfort and strain upon the members of the party.

As to the personnel, I have again been particularly fortunate. Captain Bartlett is just what I need. He is, less, enthusiastic, whether on the bridge, or in the crew's nest, or at

the head of a sledge division in the field. Dr. Goodsell, the surgeon of the expedition, has only looked after his own health and his own specialty of microscopy, but took his full share of the field work of the expedition as well, and was always ready for any work. Professors Marvin and McMillan have secured a mass of scientific data, having made all the tide and most of the field work and their services were invaluable in every way. Borup not only made the record of the distance traveled during the journey, but to his assistance and his expert knowledge of photography, the what I believe to be the unequalled series of photographs taken by the expedition.

Hanson in the field and Percy as steward were the same as ever, invaluable in their respective lines.

Chief Engineer Wardwell, also of the expedition, aided by his assistant, Scott, kept the machinery up to a high standard of excellence and has given the Roosevelt, the force and power which enabled her to negotiate apparently impracticable ice.

Mr. Gushue, the mate, who was in charge of the Roosevelt during the absence of Captain Borup, and myself, and Boatwain Murphy, who was put in charge of the station at Eith for the relief of the men, were all of them worthy and reliable men, and I count myself fortunate in having had them in the crew.

The members of the crew and the firemen were a distinct improvement over those of the last expedition. Every one of them was willing and anxious to be of service in every possible way. Connors, who was promoted to be the regular cook, and Murphy, proved to be particularly effective. Barnes, seaman, and Wiseman and Joyce, firemen, not only assisted in the work of the ship, but on their trips to Cape Columbia and Condon and Cody covered 1,000 miles hunting and sledging supplies.

As for my faithful Eskimos, I have left them with ample supplies of dark, rich walrus meat and blubber for their winter, with cartridges, sugar biscuits, guns, flies, ammunition for my rifle, coats, traps, etc., and for the splendid crew who stood beside me at the pole.

But all of this—the dearly bought years of experience, the magnificent length of the Roosevelt, the splendid faithful animals now, and the better the loyal faithfulness of my Eskimos—could have gone for naught but for the faithful crew of the ship, the latter so loyally by the members and friends of the Peary Arctic Club. And it is no detraction from the living to say that to no single individual but to the crew of the ship, the latter so loyally by the members and friends of the Peary Arctic Club. And it is no detraction from the living to say that to no single individual but to the crew of the ship, the latter so loyally by the members and friends of the Peary Arctic Club.

Will Not Discuss Cook. BATTLE HARBOR, LABRADOR (Via Associated Press).—The Arctic steamer Roosevelt, with Commander Peary and his crew, arrived at Cape Morris, Labrador, Sept. 10. The ship's board will remain at this place for three or four days, coaling and overhauling the ship. Commander Peary expects to leave for the coast of Greenland, about September 15.

Commander Peary will say nothing about the discovery of the North Pole, but he will agree to Dr. Cook's claim to the discovery of the North Pole on April 21, 1909, unless Dr. Cook's claim is proven to be a hoax. Commander Peary will undertake a complete refutation.

Still the Rumors Fly. While the Harriman stocks were soaring, Wall Street was teeming with rumors, some of which hinted at a contest for control of the Union Pacific in the hands of the Harrimans.

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REPORTS DIAMOND ROBBERY.

New York Broker at Asheville Values Gems at \$1,500. (Special to The Times-Dispatch.)

ASHEVILLE, N. C., September 10.—Edward B. Lyle, a New York broker, who, with his family, is occupying a cottage in Victoria, has reported to the police the theft of diamonds valued at \$1,500. The jewels were missed last night when Lyle and his family were merely being mislaid. They have been employed, but have as yet no clue.

THE WEATHER.

Forecast: Virginia and North Carolina—Generally fair Saturday and Sunday; light variable winds.

CONDITIONS YESTERDAY.	
8 A. M. temperature	68
10 " "	70
Wind, direction	South
Wind, velocity	12
Weather	Cloudy
Rainfall	0.00
12 noon temperature	71
2 P. M. temperature	73
Maximum temperature up to 5 P. M.	73
Minimum temperature up to 5 P. M.	70
Mean temperature	72
Normal temperature	72
Excess in temperature yesterday	0
Deficiency in temperature since January 1	25.6
Accum. excess in temperature since January 1	99
Deficiency in rainfall since January 1	2.35
Accum. deficiency in rainfall since January 1	2.53

CONDITIONS IN IMPORTANT CITIES. (At 8 P. M., Eastern Standard Time.)

	Temp.	Wind	Clouds
Asheville	70	7	Tain
Augusta	74	88	Rain
Atlanta	76	82	Rain
Baltimore	70	8	Clear
Charleston	78	86	P. cloudy
Chicago	68	72	Clear
Detroit	68	74	Clear
Galveston	84	8	Clear
Hatteras	76	82	Cloudy
Jacksonville	78	88	Clear
Jupiter	80	88	Clear
Key West	82	88	Clear
New Orleans	82	90	Rain
New York City	66	90	Rain
Pittsburg	70	90	Rain
Savannah	78	90	Clear
Norfolk	74	78	Tain
Washington	82	80	Tain
Yellowstone	68	70	Tain

MINIATURE ALMANAC. September 11, 1909.

Syrup of Figs
and **Elixir of Senna**
Cleanses the System Effectually, Disperses Colds and Headaches due to Constipation. Acts naturally, acts truly as a Laxative. Best for Men, Women and Children—Young and Old. To get its Beneficial Effects Always buy the Genuine which has the full name of the Company.

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Fig Syrup Co.
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SOLD BY ALL LEADING DRUGGISTS.
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PLAN HARRIMAN
FUNERAL SUNDAY
ON ARDEN HILL

(Continued from Page One—Column 3.)

derwood, president of the Erie; John C. Stubbs, the traffic manager of the Harriman lines; L. F. Rose, president of the Delaware and Hudson; William F. Herrin, of San Francisco, lawyer, and William Hood, chief engineer of the New York Central.

Tributes to Mr. Harriman were expressed by men of note all over the world to-day. The flag of the New York Stock Exchange was half-masted, as were those on most of the large banking institutions.

Wall Street's response to-day to the death of Harriman was a buoyantly strong reaction. The stock market, which had been in a state of nervousness, was calmed by the news of the death of the great financier. The volume of business was enormous—well over 1,000,000 shares—and the value of the better-known Harriman stocks, namely, Union Pacific common and Southern Pacific, alone contributed to the third, while properties in which the late magnate was more remotely interested added probably as much more to the sum total.

The day resulted in a complete rout of the short interest, which was probably more extensive than even the best informed had imagined. Even before the opening here it was evident from the tone of American securities that the Harrimans were seriously, but considerably more attention was paid to persistent reports that J. P. Morgan & Co. were buying heavily of the Union Pacific.

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Key West	82	88	Clear
New Orleans	82	90	Rain
New York City	66	90	Rain
Pittsburg	70	90	Rain
Savannah	78	90	Clear
Norfolk	74	78	Tain
Washington	82	80	Tain
Yellowstone	68	70	Tain

MINIATURE ALMANAC. September 11, 1909.

	Temp.	Wind	Clouds
Sun rises	6:49		
Sun sets	6:25		
Moon rises	2:32		
Moon sets	2:02		

News of Manchester

Manchester Bureau, Times-Dispatch, 1103 Hill Street.

The citizens of Manchester generally express themselves as much pleased to hear that a meeting of the Special Committee on Annexation has been called by Chairman H. R. Pollard, Jr., for next Monday night, at 8 o'clock, at the question of the consolidation of the two cities of Richmond and Manchester will be taken up and discussed in all its phases. The heads of all the city departments have been requested to attend and to submit estimates of the cost of the consolidation, and the question of the consolidation of the two cities of Richmond and Manchester will be taken up and discussed in all its phases.

City Assembly Meets.
The City Assembly held a meeting last night of unusual interest. Those present were Messrs. Reams (president), Atkins, Bradley, Brown, Campbell, Harrison, Taylor, Wakefield and Workman.

The Board of Water Commissioners was notified and directed to extend the city water main from the fire department building on the corner of the two cities. Even those most opposed to consolidation appear gratified by the action of the city council, which was brought to a speedy conclusion one way or the other.

The proposed ordinance to extend and enlarge the water main on Fourth Street from Perry to McDonough Street was adopted by a vote of 10 to 6. The proposed ordinance to extend the water main on Fourth Street from Perry to McDonough Street was adopted by a vote of 10 to 6.

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